SAFE SYSTEM OF WORK – ESTABLISHMENT OF BOOM PUMP IN ST PANCRAS WAY

FOR

79 CAMDEN ROAD, CAMDEN, LONDON. NW1 9EU

REV 04 – DATED 21 01 2016

SSoW017 Rev 04

OUTLINE SAFE SYSTEM OF WORK

Client	Barratt London
Principal Contractor	Erith Contractors
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Rev	Detail	Prepared by – Date	Authorised By - Date
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Sections

1 Introduction

This Method Statement is specifically written to outline the proposals for the Temporary Set up and movements to and from site for the Boom Concrete Pump that is going to be set up in St Pancras Way for 8 weeks to carry out a total of 6 Concrete Pours. This Plan is written as an Addendum to the existing Construction Management Plan (CMP) and is written to show the following points:

- The Route in to 79 Camden Road, Camden. NW1 9EU
- The Site Set Up in St Pancras Way.
- The Control Measures to ensure safe set up of the Pump in St Pancras Way.
- The Site Control Measures to ensure safety of Pedestrians and other Road Users whilst set up.
- The 2No. Proposals for the Pumps Exit Route away from Site.

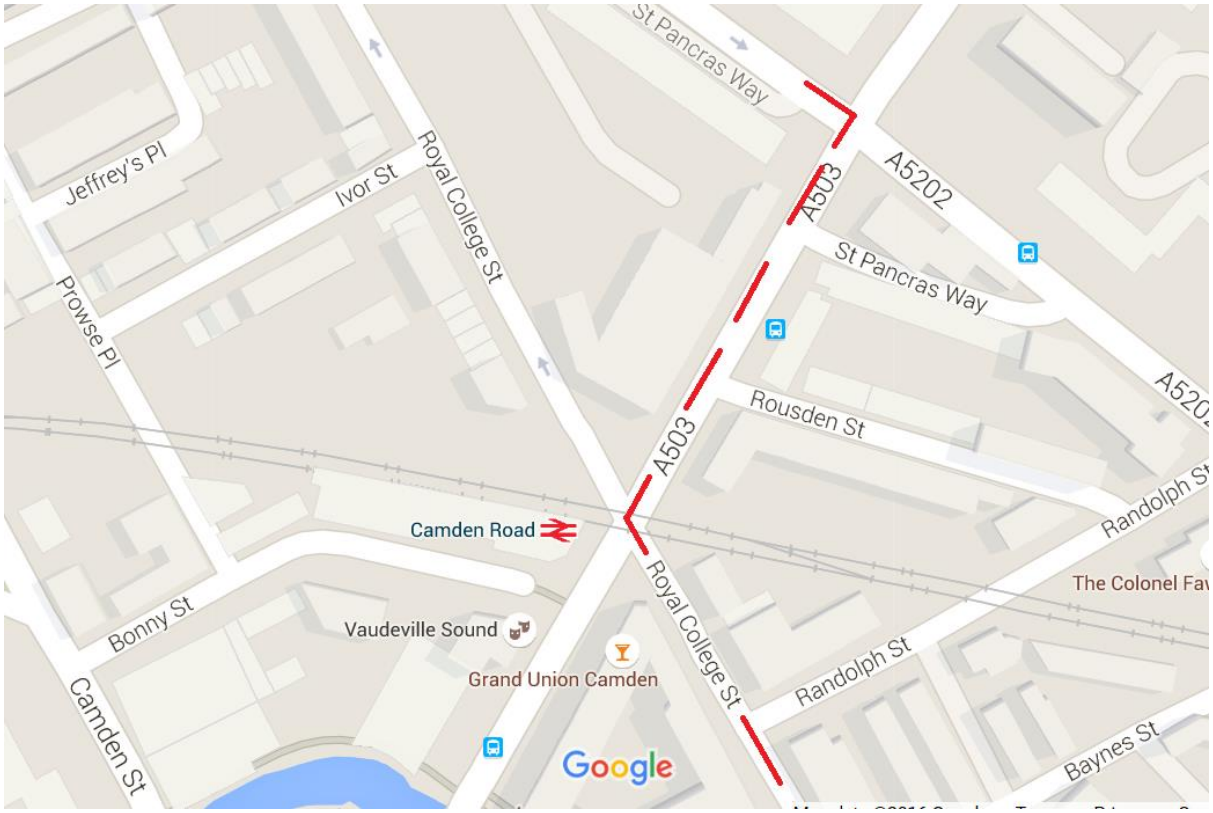
The plan is written to demonstrate that the works will be co-ordinated in such a way to ensure sufficient monitoring, control and co-ordination ensuring that there is no impact upon traffic Congestion around the Camden area during this phase of the Construction Project.

Limitations of this documents: - This document does not seek to predict traffic fluctuations in traffic through Camden but is designed to set out procedures on how Erith & Barratt can work to them so as to have a minimum impact to traffic flow around the site and Camden, in particular the immediate vicinities of the Holding Point and Site locations, it also seeks to find the safest routes for all Deliveries to and from the Site itself. Should additional information be received from sources of authority that allow this to be reviewed then the Method Statement laid down will be reassessed and if necessary recompiled and re-issued.

2. The Route in to 79 Camden Road, Camden. NW1 9EU

The route to this location will also be in addendum to section 5.4.*2 Strategy for Access and Egress to Site.*

The following Map shows the route that the Pump will take into site:

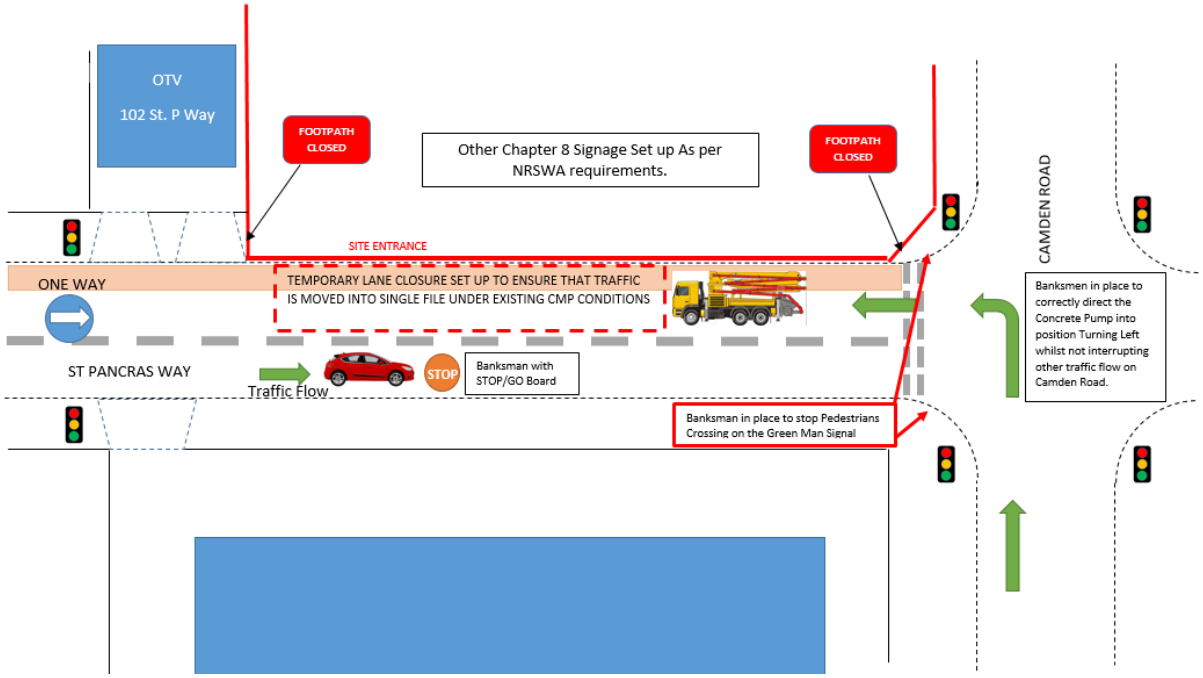


The Pump, in accordance with the existing CMP will not approach the Camden area to come into St Pancras Way before 09:30 therefore the timing of the arrival of the Pump to entering the Camden area will be co-ordinated for its arrival at 09:30.

Prior to the Pump arriving on site it will briefly stop on Royal College Street to confirm its close approximation to the site. This will be in addition to progress updates en-route in co-ordination with Getjar's Project Manager who will co-ordinate activities on site for the Pumps arrival.

Once confirmed that the pump is nearby and that the site is set up ready to receive it the Pump will come up Royal College Street and at the Junction of Camden Road, Turn Right at the Traffic Lights onto A503 (Camden Road) heading North.

As the Pump Turns into Camden Road and approaches the junction with St Pancras Way the Traffic in St Pancras Way from Approximately 30m back from the junction will be halted. Please see map below.



CONCRETE TRUCKS ARRVING ON SITE.

Concrete Trucks arriving on site will continue to come to site fully in compliant with the existing CMP Conditions, i.e. down Royal College Street, straight over at Camden Road Lights continuing on Royal College Street and then turning Right on the loop that brings them back down the one way system on St Pancras Way (heading towards Camden Road) as they approach the site.

Full Traffic Management will be in place, as per the existing CMP to control the arrival and departure of these deliveries of concrete.

3. Control Measures.

On Site Set Up

Given that the Concrete Pump will be turning left against traffic flow of the one way street in St Pancras Way the following control measures will be put in place to ensure the safety of other road users and pedestrians.

- The Temporary Lane Closure in St Pancras Way will be put in place to ensure that road users coming down St Pancras Way are already directed into one single lane and that the area that the Concrete Pump will be directed into will be within the established lane closure zone.
- A Banksman with a STOP/GO Board will stop the traffic coming down St Pancras Way towards Camden Road junction just before the pump is due to approach the junction to turn left into St Pancras Way against Traffic Flow. This will be co-ordinated to ensure minimal traffic disruption, but ensure the sufficient time is allowed to guarantee that St Pancras Way is cleared of other cars at the junction and the cars are stopped far enough back to make the pumps arrival safe on site.

- Banksman will be placed on either side of St Pancras Way on the Traffic Light Junction of St Pancras Way. At this time the Pedestrian Crossing Lights will turn on (showing a green man) which will cause pedestrians to want to cross the road. A Banksman is to be placed on either side of the footpath to ensure that pedestrians do not cross and are made fully aware of the situation. To ensure this is very apparent each Banksman will have a Crowd Safety Barrier with him which at the designated time he will briefly place across the footpath edge here so that a very real and physical barrier is in place with a sign stating DO NOT CROSS on it. This Banksman, Barrier and Signage will provide adequate awareness to the general public and ensure their safety whilst the Pump Turns left into St Pancras Way.
- Once the Pump has turned left into St Pancras Way and Stopped, the Traffic Cones will be efficiently put into place fully bringing the Concrete Pump within the existing Temporary Lane Closure under the CMP and the temporary road restrictions put in place to stop the traffic in St Pancras Way and the Pedestrians that were waiting to cross will be safely removed returning Traffic and Pedestrian movements to normal.
- Throughout the day that the pump is in location a Banksman will remain at the Pedestrian Crossing to ensure that pedestrians do not have any blind spots from the Pump set up and Concrete Trucks and that they remain safe at all times. The Banksman will act similar to a 'Road Crossing Warner' standing on the Pedestrian Crossing and standing in the middle of the crossing when the Green Man is flashing to ensure that traffic approaching from St Pancras Way has stopped and that Pedestrians are always safe to cross so that any issues with Blind Spots to pedestrians around the Concrete Pump set up are eliminated.
- Whilst the traffic lights are green to vehicles exiting from St Pancras Way onto/across Camden Road, the Banksman will be located on the North Side of St Pancras Way crossing to ensure pedestrians do not dash out across the road causing a hazard to themselves and other road users.
- Banksmen and Operatives will be in place throughout the works on site during the Temporary Pump Set up to ensure the safe movement of Concrete Truck deliveries to site this day.
- All other deliveries to site on this day other than the Pump and Concrete Trucks are to be reviewed fully and unless absolutely essential to the operations of the site, will be cancelled and put back to a different day. This is to ensure that concrete trucks arriving on site can pull into the existing lane closure, ahead of the site and also to ensure that the whole site is fully focused on this operation in place.

4. The Site Set Up in St Pancras Way.

Much of this information has already been presented for review by Camden Council and discussed in the subsequent Meeting at Camden's Office, attended by Camden. Barratt, Erith and Getjar representatives.

The details of this are attached at the appendices to this document and consist of the following:

- Details of the Pump
- Details of the Pump Set up in the Road.
- Copies of the Existing Traffic Management Chapter 8 Set up in St Pancras Way.

5. The Exit Route From the Site

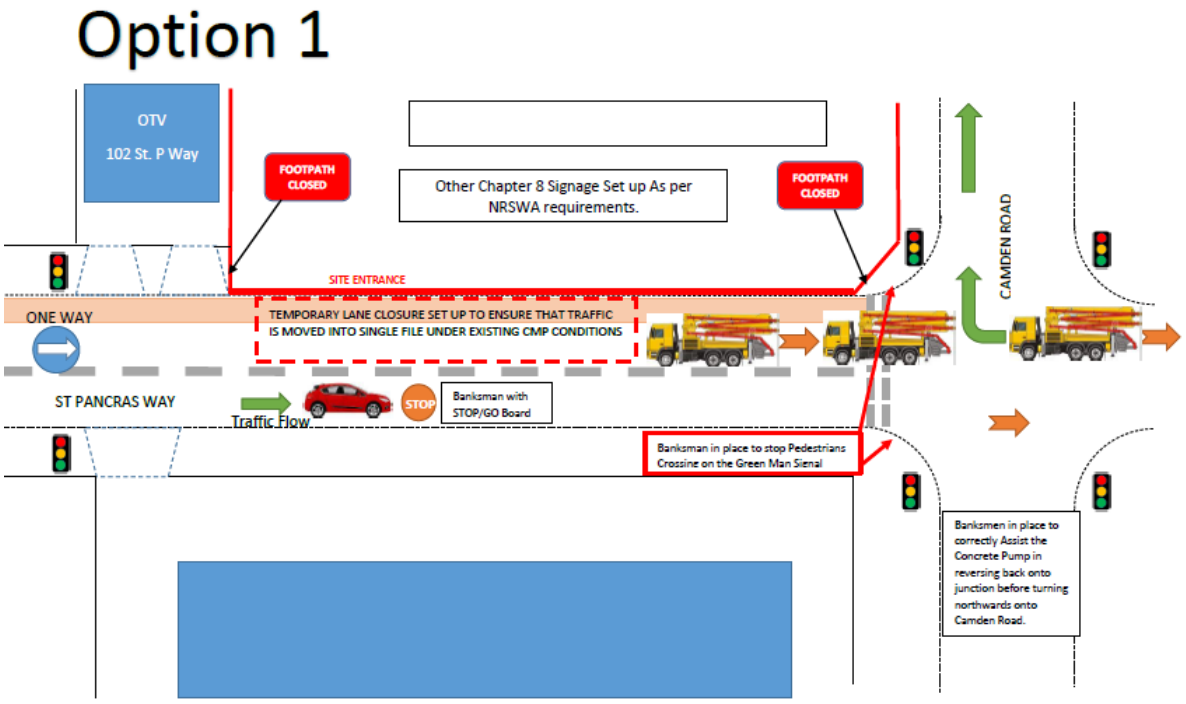
CONCRETE BOOM PUMP

Two proposals are being put forwards to Camden for them to review and comment on which is most preferable.

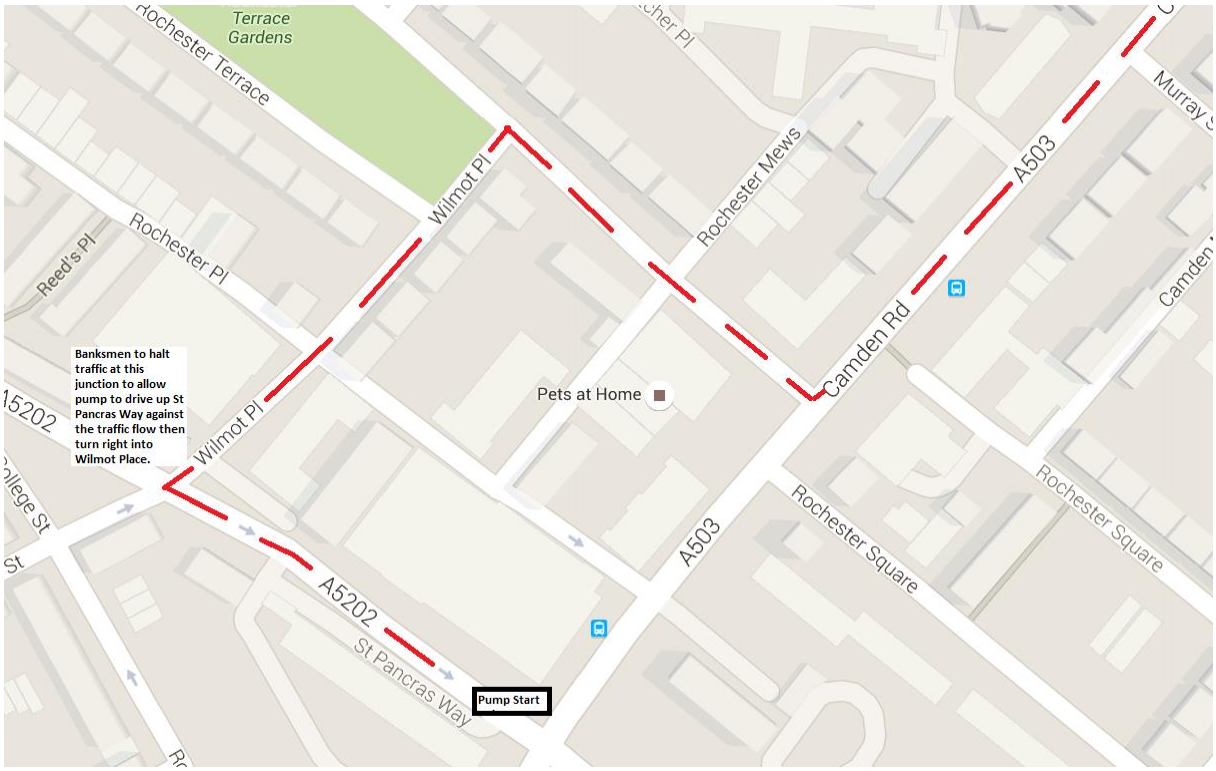
The Concrete Pump will have completed each work on each of these days by 15:30 in compliance with the requirements of the CMP to clear the Temporary Lane Closure for Rush hour periods.

The two options for the departure of the Concrete Pump are as follows:

- Option 1 - Under Control of Banksmen the Concrete Pump will be reversed back onto the Junction of Camden Road. A full complement of Traffic Marshalls and Banksmen who will stop all traffic heading both North and Southbound on Camden Road. Banksmen will also be in place in St Pancras Way to stop traffic from approaching down St Pancras Way (in same manner as traffic was stopped in the morning. The Pump will be directed backwards in reverse under the control of the banksman until it is reversed enough that it can fully turn right and head north on Camden Road away from the site. Once the concrete truck is away the road will be returned to normal traffic and pedestrian flow conditions (please see below)



- Option 2 is that the Concrete Boom Pump, is instead not reversed but is driven forwards down St Pancras Way (against traffic flow) and then turns right onto Wilmot Place, driving up to the T junction at the top and turning right onto Rochester Road. At the End of Rochester Road the Pump will then turn Left onto Camden Road heading north. Please see Route Below:



6. Review and Feedback, CLOCS and Document Limitations

REVIEW AND FEEDBACK

The Setting Up of the Concrete Boom Pump in St Pancras Way is a Temporary proposal, with an estimated 6 pours over 8 weeks in this format.

However given the nature of this set up, once the first pump set up has been completed it will be reviewed and feedback supplied back to Camden for comment and where necessary this Addendum will be updated accordingly.

DOCUMENT LIMITATIONS

At a later point the site set up for pumping concrete on site on a more established project based set up will be organised and a new proposal put forward to Camden for review and Approval at which point this Addendum will be superseded and cancelled.

CLOCS AND FORS

All deliveries of Plant, Equipment and Materials to site will continue to be in accordance with the CLOCS (Construction Logistics and Cycle Safety Scheme) for which the Project is set up and complying with. As a CLOCS site all vehicles will need to be FORS (Fleet Operator Recognition Scheme) Accredited.

Briefing accepted and delivered to work party by:

Name	Position	Method Statement No.	Signature	Date
Craig Krzyzanowski de Sloan	Project Manager	SSoW-17		

Briefing accepted by: (by signing below I confirm that I have received and understood the briefing for this task)

Name	Signature	Date